

FD 306

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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25X CONFIDENTIAL

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Utilization of Chinese Communist Railway Laborers

1. In late June 1953 approximately 1,500 laborers, principally transferred from the Chengchou Railway Administration were employed in construction of the 40-kilometer Shuangtzuho (7175/1311/3109)-Wuying (0063/3602)¹ section of the T'ang Lin (3282/2651) Railway. Shuangtzuho is 16.3 kilometers from Ich'un (approximately N 47-40, E 129-20), a city which has been newly established by the Chinese Communists, and Wuying is in a forest area. The T'ang Lin Line extends from Nani (approximately (N 47-05, E 129-30) north to Ich'un, a distance of 105 kilometers. Nani is a small station on the Suihua (N 46-38, E 126-58)-Chiamussu (N 46-49, E 130-21) Line. The Nani-Ich'un section has been open for some time² and the Ich'un-Shuangtzuho section was opened in October 1952. The construction of the Shuangtzuho-Wuying section was being directed by the Sixth Engineering Bureau of the Ministry of Railways.
2. In early August the Chinese Communist Ministry of Railways was planning to transfer 12,000 railway personnel to North Korea between 1 August and 31 October. The persons to be transferred were conscripted from the Resist America-Aid Korea Railway Volunteers Reserve Ta Tui (1129/7130) and were to include administrative, management, and political cadres, as well as engineers and skilled laborers. They were to assist the North Korean Government in rehabilitation of rail assets and organization of railway offices and were expected to remain in North Korea for a long period of time. Some of the personnel of the Chinese Communist railway mission already in Korea were to return to Communist China.
3. On 7 August 2,200 persons, making up the first group of railway personnel to be transferred under this three-months program, assembled at Antung and crossed into Korea.

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Chinese Communist Armored Railroad Cars

4. Prior to late April 1953 factories of the Chinese Communist Ministry of Railways were engaged in the manufacture of armored flat freight cars (sic) and of locomotives of special construction. To make the armored flat cars, thin armor plating was attached to the outer shell of the freight car and in the space, five centimeters in width, between armor plate and the outer shell of the car was placed packed earth to resist the passage of shell fragments and small arms fire. The armored freight car was equipped with firing ports, and sandbags were placed in the front of the car on occasions when it was inconvenient to fix sandbags directly to the engine.
5. Special construction on locomotives consisted of adding armor plating to the sides of the engine and camouflaging the engines with paint.

25X1 ☐ Comments

1. Possibly Wuyun (N 49-05, E 129-47) is meant.
2. According to available information this line which was originally planned as an extension from the Suihua-Chiamussu Line to Wuyun on the Soviet Russia border, was in operation as far north as Inch'un in January 1952.

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